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Sunday, January 28, 1912.

And the sun came up warm and smiling after the little flurry of snow.

The report that Burns was to "detect" in the Lorimer case appears to be premature; his price was too high for the Senate to pay; so it must have been very high indeed.

That fast-care station up in Washington took the starvation hobby too literally. The managers of it ought to be put through a six-month course of their own rations. The revelations of their callousness are sickening.

Putting hides on the free list had no effect whatever on the price of hides, and so far from reducing the price of shoes, there has been an increase. Combines control the market regardless of the tariff.

A Missouri wife was offered \$5000 for her husband by his affinity; but the wife refused the offer, and now she mourns, for her husband is gone with the affinity and both money and man are lost to her. How she must lament the loss of the coin!

Railroad porters on transcontinental trains out from Chicago are charged with "working" the railroad companies as well as the public. But how would it work to pay fair wages to the porters, so they wouldn't have to "work" anybody?

President Sun Yat Sen announces that he has an army of 100,000 men marching on Peking to oust the Manchus from the Chinese throne. It is a safe wager that when this republican army gets to the capital, the Manchus will be elsewhere, and good riddance.

Senator Penrose of Pennsylvania, standpatter of standpatters, declares that no tariff legislation will be permitted to pass during the present session of Congress. We had begun to suspect something of the sort. And yet, our own Apostle Senator Smoot is reported to be busy framing a wool tariff revision bill, which not so long ago he declared could not be done.

Springfield (Mass.) Union: "There's a sucker born every minute," is the vulgar way in which somebody long ago expressed a well-known truth. And if any proof were needed it might be found in the report of Chief Inspector Sharp of the Postoffice Department, who says that glib individuals last year contributed \$77,000,000 to fraudulent promoters who were put out of business by the department.

The Vancouver branch of the Royal Bank of Canada appears to be an easy mark for robbers. About twice a year the institution is raided and robbed. In the last raid, just reported, the robbers did not think it worth while to disguise themselves in any way, or to wait till the day's work was over, but went in and made the robbery an ordinary bit of routine in the day's business.

John D. Rockefeller, Jr., is to head a group of philanthropists who will establish a bureau of research for the improvement of the condition of women who are convicted in the criminal courts and sentenced to serve terms of imprisonment. All concerned would do much better to investigate conditions of impoverished women, and give their help so that they would be prevented from committing offenses which lead to their conviction.

The same old complaints of "embalmed beef," weevily flour and rotten vegetables that were found in our war with Spain, are heard now from Italy, where contractors are charged with the same old offenses. It would be a fine example to these fraudulent contractors to catch a company of them, send them over to Tripoli, and let the soldiers put them at the front line in a fight, with a row of bayonets just back of them, assuring a sudden death if they did not stand up to the work.

The finding of a valise packed with dynamite in a storage warehouse in Salt Lake, adds conclusive evidence of the close connection of miscreants in this city with dynamiting horrors. The attempt to blow up the Hotel Utah in its construction was the first evidence that we had dynamiters among us, and developments since show that we had a much closer relation to the cruel Los Angeles horror than any one sus-

pected at the time. It is a pity that the scoundrels cannot all be indicted and sent to join the McNamaras.

KILLING AMERICAN INDUSTRIES.

A telegram received in this city yesterday by Mr. John Deen, was to the effect that the House Committee on Ways and Means had reported favorably the bill heretofore referred to, revising the metal schedules and reducing the tariff rates on zinc and lead. The proposition is to put the tariff on lead or the lead contents of lead ores at twenty-five per cent. Thus, lead imported to this country from Mexico, let us say, with a valuation of \$2 per hundred, or \$40 per ton, would pay 50 cents a hundred, or \$10 per ton, on the lead contents. At present, such imports would pay \$30 a ton on the lead contained in the ores. The proposition, therefore, is to take away two-thirds of the protection which the American miner receives as against the underpaid peon laborer of Mexico.

As to zinc, the same would apply in proportion, and as to that, there is already a revolt among the Democratic Congressmen of Missouri, fourteen of them, who recognize the importance of the zinc industry to their State, which is the chief zinc-producing State of the Union, are showing signs of breaking away from the Democratic idea of saving the zinc industry of their State as against the threatened interruption of zinc from other parts of the world.

The proposition, in fact, as to these two metals, is to put the lead and the zinc industry of this country in the hands of foreigners and take it out of the hands of Americans. We doubt very much if, on a square vote, even in a Democratic House, a proposition of this kind could prevail.

But, since a Democratic House is in effect in this matter by a Republican Senate, and further by a Republican President, and since that President has declared that he will not sign bills for tariff revision except on the recommendation of the Tariff Board, and since, moreover, this board has made no report or recommendation whatever on the metal schedule, the likelihood of legislation of this kind is small indeed.

At the same time, this effort to kill two great American industries, whether meant in earnest or only for political buncombe, shows an evil disposition on the part of the Democratic leaders, and it will weaken them tremendously in all the States that produce either zinc or lead. In any issue of this kind, Missouri would be rather sure to be found again in the Republican column, this time not altogether as "a stranger," while, in all the mining States of the great West, Democracy ought to be knocked stiff by this evil and wholly uncalculated for rail upon the great industries that produce lead and zinc, it being a direct and paralyzing blow at the wages of miners.

THE WOODROW WILSON BREAK.

The correspondence between Senator Tillman of South Carolina and Col. Watterston, serves to develop the fact that the purpose of the conference between Watterston, Governor Wilson, and Col. Harvey, at which the break between Harvey and Wilson occurred, was financial. It was called for the purpose of giving Col. Watterston an opportunity to present his plan for financing Governor Wilson's Presidential campaign. It appears that Col. Watterston was anxious to obtain the assistance of Mr. Ryan, a Virginian and a Wall street plutocrat, to carry, or help to carry, the expenses of the Wilson campaign for the Presidency. So far as developed, there is nothing definite as to Ryan's attitude toward this proposition; but at least the inference is fair that the idea of his taking hold of the financial part of the campaign was not hopeless. He must have given Col. Watterston some encouragement in the idea that he would respond, or else Watterston would hardly have thought it worth while to present the matter at all.

This is an interesting development of the Wilson candidacy. We assume that Governor Wilson must have known the purpose of the meeting, and must have been willing, at least tentatively, to consider the proposition of having his campaign financed by Mr. Ryan. It is noteworthy also, that the disagreement at that meeting did not arise over any financing proposition, but solely over the proposition of the injury to the Wilson candidacy that was inflicted by Col. Harvey's support of Wilson in Harper's Weekly. If the disagreement, or quarrel, or whatever it may be called, had arisen by reason of Governor Wilson's resentment at the idea of having his campaign financed by the great plutocrat, Mr. Ryan, then Wilson could have obtained some credit and popular applause for such resentment. Nothing of the kind appears, however, in the correspondence, or in anything that has arisen in connection with this matter. The financing of his campaign by Mr. Ryan was not apparently rejected by Governor Wilson. But, he did object to Col. Harvey's support in Harper's Weekly, on the ground that the Weekly represents certain interests that Wilson could not affiliate with, and the predominance of those interests and their support was injurious before the people. The fact that these interests are, in some degree at least, the same as the Ryan interests, ought to have opened the door for Wilson's hot denunciation of any agency of Mr. Ryan in financing his campaign; but it appears not to have done so, and that was not the cause of the break.

Senator Tillman's shrewd guess that there was something at the back of it all, turned out to have been quite true, and the correspondence between

Tillman and Watterston discloses the yet further fact that the story has not all been told even now. The public is quite prepared to receive the rest of that story at any time that those who have knowledge of it see fit to give it up.

WHO IS THAT EDITOR?

The Tribune yesterday morning reprinted from the New York Times a statement made to that New York paper by Bishop Spaulding of the Episcopal church in Utah. The Bishop's statement related to his effort to help the smeltermen in a smelter center in Utah, and the way that he was restricted by the company in his intended good work. A feature of the Bishop's explanation of the hard lines he has to encounter here in his work, especially with relation to that proposed work for the smeltermen, was the very curious treatment he received at the hands of an editor with respect to a report of a sermon by the Bishop which had appeared in the columns of the paper upon which that editor was employed. According to the Bishop, the sermon which he preached was printed in garbled form by a reporter who had taken no notes; thereupon the allowance made to him of \$40 a month by the smelter company was shut off. In an effort to get at the facts of the business, the Bishop saw the smelter management and explained that the report was inaccurate and overdrawn. The reply he got was, that he himself had written that sermon, and this could be proved by the editor of the paper which had printed the inaccurate and lurid report of it. On going to the editor of the paper which did this mischief, the editor asked the bishop to write out a puff for the smelter company, telling what fine work they were doing for him. The bishop replied that this "was too cheap." The editor admitted that it was cheap, but said that the smelter people were cheap people, and that was the only way he could work it for the bishop to get the contribution back.

Now, the question is, who was that editor who acted in such a disgraceful way; and what paper was it? The bishop owes it to himself and to the fair newspapers of Utah to designate the paper and name the culprit. But, in fact, does not the depravity indicated almost certainly locate the editor and the paper, both already foully smeared and publicly depraved.

PANAMA CANAL TOLLS.

Congress appears reluctant to undertake the regulation of Panama canal tolls; and yet that regulation should by no means be postponed beyond the present session of Congress, because the world's commerce is waiting upon the action which Congress may take in this matter, to adjust its commercial relations with the canal upon the basis of the tolls which may be fixed.

There seems to be a curious lack of comprehension in some quarters of the real situation. First of all, Mr. John Barrett, Director of the Pan-American Union, argues that under our treaties with Great Britain and under our declarations to other powers, we are obliged to give the commerce of other nations precisely the same advantages and treatment in the canal traffic that we give to our own. President Taft seems in a way to acknowledge this; but he proposes to evade the liability by relating to our own vessels the tolls which they may pay.

In this connection, it may be well to state that there are two separate branches of our commerce altogether, to be taken into consideration in this matter. The coastwise commerce, that is to say, the direct transportation between our Atlantic and our Pacific coast, where the cargoes are made up by American consignees on one coast for American consignees on the other, forms one branch of our commerce, the coastwise commerce, which foreign vessels are not permitted to engage in, and which, as it does not in any way come in competition with the commerce or transportation of other nations, would inevitably pass through the canal free of tolls.

Another branch of commerce is that which would pass through the canal from either coast to foreign countries, and would be in competition with the ocean transportation of the world. It is this class of canal traffic that would be violative of our treaties with Great Britain and our understanding with other nations, if any would; and it is in this class that President Taft refers when he speaks of rebates to the extent of tolls paid.

A recent expression of Mr. Emory R. Johnson, Professor of Transportation and Commerce in the University of Pennsylvania, takes up the question, the birth of his argument being in the following quotation:

As a matter of fact, Panama Canal tolls will be hardly burdensome to shipping. They will add possibly 5 per cent to the average freight rates between the two seaboard of the United States. Likewise, the hope of transcontinental railroads that the canal tolls will assist them in competing against for coastwise steamship lines can hardly be realized. An addition of 5 per cent to the rates charged by coastwise carriers can be of but slight help to the railroads. The diversion of the traffic between rail and water lines will not be largely affected by such tolls, as the United States Government will probably charge for the use of the Panama Canal.

As a matter of fact, the Panama canal tolls will not be a burden to shipping at all. If we consider the shipping for either coast of North and South America from either shore of the Atlantic, we will find that even after paying reasonable tolls, the opening of the Panama canal will be a relief, and not a burden. A ship going from Liverpool or Boston to the west coast of South America or to our own west coast would be relieved very much. Time would be saved, wages and supplies would be saved, and the

time of delivery would be largely reduced by the use of the canal as compared with the voyage around Cape Horn.

The same would occur with respect to transportation from European or our own Atlantic ports with respect to East Asian and Japanese trade. As it is now, that trade might go through the Suez canal or around the Cape of Good Hope or Cape Horn. To go around either of the capes would be a very long, toilsome, and costly journey. The real competition would be between the Suez canal and the Panama canal, with the advantage, so far as all Chinese and Japanese ports are concerned, with the Panama canal. So that this canal is not to be considered in any respect as a burden upon shipping, but as a great time-reducer, and expense-saver in ocean transportation to the points of the world which it will especially open to general commerce. The tolls can be paid and money saved. This is a point which Professor Johnson does not touch upon, but is the real, the great practical point involved in the whole business, and it is that which will make the payment of tolls on the Panama canal welcome to the shipping world, in the use which it can make of the canal.

WOMEN IN SCHOOL WORK.

The fact that women are pre-eminent in school work in this country is abundantly evident everywhere. It is women who do the most of the teaching; and increasing numbers of women are coming into the higher walks of educational effort. More and more they are becoming principals of schools, supervisors of primary or grade work, and more and more they are working their way into the general management of the schools. This indicates that their efforts in the educational field are satisfactory to the public, and successful professionally; because, if the women did not succeed in these advanced positions, they would be dropped and little would be heard of their work or of their claims to recognition in the general and higher walks of the educational field. It is because everywhere they do succeed, that their advance.

Chicago's school superintendent, Mrs. Ella Flagg Young, has not only made good, but is a shining example of the ability of women to take the very highest and most responsible positions in the wider fields of educational effort. Her success undoubtedly induced the Cleveland authorities to appoint Miss Harriett L. Keeler as superintendent of schools in Cleveland. We note also the election of women in various parts of the country on boards of education and as school trustees in large numbers of districts in States where these positions have recently been opened to women.

We consider this the natural growth of the school system, and quite an expected extension of women's influence in the school work. Their influence has been hampered heretofore by shutting out from the women these higher official positions, especially those elective by the voters. Now that this inhibition is being more and more removed, the natural introduction of women into the higher educational management and authority is seen, as was to be anticipated, and the fact that everywhere they are making good in this extension of their incumbency is a gratification to those who believe in the special usefulness of women in this line of effort, and their fine adaptation to that form of work. For it is evident in the nature of things that women have and must have the care, the instruction, and the initial administration of the educational work of the younger children. This must be so in the nature of the case; it always was so, and must continue so. The natural order is, that the same management and control shall be extended yet further in the hands of those women who are skilled in the work of education and management of schools, and this is both natural and proper; the higher the educational doors are opened to women, the better it will be for the public, and experience shows that the better it will be for the women themselves, because they prove themselves capable, earnest, conscientious, and efficient, and this opens for them a great field in their usefulness and advancement.

BUSINESS AND TRADE.

The increase of 22.7 per cent in the bank clearances of Salt Lake for the past week as compared with the clearances of the corresponding week last year, is a cheerful item in the local business field. It indicates the increasing power and trade of the city, and shows in concise form the measure of that growth.

The warm, springlike weather of the week made general trade good, and caused the merchants to exert a greater energy than ever in their winter sales, closing out the business of the cold season preparatory to opening the business of the spring and early summer. The warm, sunny days were favorable to bringing out shoppers, and more than usual have appeared at this season of the year. The hardware trade is good owing to increased country demand. The lumber dealers are doing a big business, responding to the activity of contractors and builders.

The conspicuous attraction is the rapid construction of the steel framework on the Walker skyscraper, north-east corner of Main and Second South streets, this being the admiration of all who see it; the steel framework is complete on twelfth story. The season's building promises to be of a record-breaking character. The announcement was made during the week of the intention of the Salt Lake Security and Trust company to erect an eleven-story building on the old Jennings or Utah National bank corner at a cost of \$250,000. The city was also encouraged during the week by the intimation brought by Mr. W. J. Halloran, who has just returned from New York City, that Mr. Newhouse is about to finance the completion of the Newhouse hotel, a very welcome piece of news.

The warm weather made general trade good in the real estate market. The sale by Mr. Halloran to Mr. Quigley of property adjoining the Mining Stock Exchange, at \$600 a front foot, was a noteworthy feature of the week. Suburban property was more active than at any time since last summer. The strength of the present rental rates indicates the likelihood of additional apartment houses being built this year. Work on the addition to the Hotel Utah is progressing rapidly, and inquiry is strong in all lines of realty and building.

A striking event of the week was a joint conference of the Utah Development League, the Utah Press Association, and the Native Sons of Utah, to discuss plans and agree upon methods of boosting the State.

The noon dinner given at the Commercial Club and attended by the rail-

road men, gave the welcome assurance of the active operations of the Salt Lake Route in extending its road from Moapa to St. Thomas, with the assurance that from the latter place a line would be built up the Santa Clara river to St. George. The grade will be easy, and the line not at all difficult to construct. It will develop a section of Utah badly in need of railroad facilities, and which can supply the Salt Lake markets with semi-tropical fruits and vegetables far in advance of the time in which these are usually received.

The presence here of President Spruille and other officials of the Southern Pacific, meeting with the officials of the Salt Lake Route, the Union Pacific, and the Oregon Short Line, was a noteworthy event of the week, these meetings being for the purpose of discussing time schedules. The activity of the railroad men during the week, and promotions made by reason of the advancement of Frank Plaisted, have been pleasant announcements in railroad circles.

Although the copper metal situation has not enjoyed a more satisfactory statistical position in several years, consumption being extremely large while production is not excessive, the metal has been settling steadily, but very slowly for ten days past, and sales of standard copper at about 14 cents are reported. The big producers are not alarmed at this recession, deeming it advisable in the face of conditions, but they naturally regret the slump in the copper share market.

Coppers have not moved as fast as expected, although they appreciated very close to \$200,000,000 in response to the upward trend of the metal. But there has been a decided stock market depreciation during the week, and news is being given in regard to excessive liquidation of all lines of securities by the big interests on the recent advance, the insurance companies especially being reported to have rid their strong boxes of millions of dollars' worth of stocks, preferring the cash instead.

The situation, therefore, is badly clouded, and market authorities have been advising caution in all commitments. There are so many uncertain factors to be considered before capital will willingly expand into new investments, or the extension of existing enterprises, that those usually well advised see little hope for material stock market improvement in the immediate future.

Local conditions with the mines, however, are satisfactory, prices being at points affording liberal dividends for producers. The lead and zinc producers promise to be somewhat agitated from now on at the news that the tariff on lead and zinc is up for partisan consideration by Congress, and some action doubtless will be taken to safeguard these important interests.

The mining share market on the local exchange is very dull, a specialty affair with values holding remarkably well in the face of the small business.

In the East favorable weather conditions are reported, which have facilitated business operations and expedited deliveries. Trading is characterized by small-lot buying, and conservatism is most conspicuous. The traveling salesmen have been able to get about more readily than during the extreme cold weather, and as a result jobbing and

wholesale houses have received volume of mail orders.

The railroads are doing more cause of better weather and movements of coal. New business includes additional orders for about 600 tons of rails. There is no negotiation in Eastern markets, tons of plates and shapes for large freighters for delivery of lakes next summer.

Trading in the dry-goods showed considerable extension the week. Demand for cotton more general, and, despite a less toward conservatism, there was buying in all the standard lines. Little or no complaint regarding

In the Boston wool market, tions showed but small change. There has been developed in certain and fine scoured wools have been in demand. Considerable original Territory wool has been moved, changed prices. The strike at Los has held up some trade, but has any marked effect on the market.

The great accumulation of New York banks makes active demand for bonds and sound investment the stock market weakens, and there is any pressure, and more reluctant to go into "the street."

Bishop Graves, of the board of missions, who is now in Shanghai, telegraphs that 2,500,000 people are starving in China, that a million are, gold is wanted at once to the famine conditions, and that cans are relied upon to furnish money. But what if Americans reply that the Chinese should themselves by quitting their and raising crops instead? What that be a better plan than that things to pieces and then call America for food?

Boston is asking the State of Massachusetts to invest \$500,000 in building a great port to attract big steamships. It would seem as if enough money properly expended to bring to Boston much of the transatlantic passenger trade, and some hours in the ocean passage.

"Wealth," says Mr. Kruttschnitt, is an obstacle to ambitious men." But ambitious young don't so consider it; and it is worthy that this sort of talk comes from old men whose ambition have been fully reached.

An anti-tobacco crusader says the average campaign cigar is equally hemp. Well, hang it, what odds?

INTERESTS

works day and night. Sundays and holidays. You had to work hard to make the dollars you have saved—now let them work for you.

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LAST YEAR'S MODELS of the celebrated C. B. corsets, including girdles, short, round and flare hip styles, in medium and high bust models—some with good hose supporters, others without. Colors pink, blue and white. Monday at 25c.

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Main—Between Second and Third South. In the Heart of Salt Lake.

Advance Showing and Sale of the New Spring Styles in MILLINERY

WE ARE PRESENTING the newest creations of BURGESSER, FISK and other famed American originators of Women's Hats.

The selection is, even in these early days, very attractive. The color harmony refreshingly new, affording a broad selection of models specially designed to go with the new spring gowns—

\$4.50 and Up

The New Spring Suits Are Here!

THE FIRST PRETTY SUITS are making their initial bow—bringing with them a whiff of the sweet fragrance of spring.

Dainty White Serges, with just a touch of trimmings here and there—a transparent button sewed with colored thread, an inch or two of soutache braid cleverly placed—it breaks the somberness of white—a narrow lace over a tailored collar and reverse cuffs or a pretty color-design hand-embroidered—so charmingly different.

Then we show navy serges and lightweight grays, tans, soft mixtures with designs hardly discernable, diagonals, velvet stripes and mannish weaves, and all are richly lined with fine satin peau de cygnes. The pretty pearl, novelty or cut glass buttons bring out a charm that has never been shown before.

\$18.00 to \$37.50

